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[Whole No. 234.]

DOMESTIC MISCELLANY.

From the Globe, June 6.

OPERATIONS OF COMMODORE READ ON THE COAST OF SUMATRA.—It will be recollected that an outrage was committed by the Malays off Quallah Battoo, in the island of Sumatra, on the ship *Eclipse*, of Salem, which resulted in the murder of the captain and one of the crew, and the plunder of the vessel of specie and other property to the value of about thirty thousand dollars. On hearing this, Commodore READ, who had been instructed to visit the coast of Sumatra for the purpose of protecting the trade of the United States, immediately proceeded to that island with a view to the recovery of the property, and enforcing the delivery of the principals in this daring act of piracy.

It appears from his report to the Navy Department, an extract from which we give below, that his first visit was paid at Quallah Battoo, for the purpose of acquiring accurate information in relation to the particulars of the outrage, and the persons concerned. The result of his inquiries corresponded with the details given in the protest of the survivors of the crew of the *Eclipse*, transmitted from St. Helena by the commercial agent of the United States at that island, which exonerated the Rajah and people of Quallah Battoo from all participation in the outrage for which he had come to exact reparation, but that one of the pirates was now residing in that place. It appeared, however, from information derived from a native who came on board the *Columbia*, and who stated that he was well acquainted with all the circumstances of the case, that the whole affair was planned, with the sanction of the Rajahs, at another settlement called Muckie, situated at no great distance, where most of the money had been carried, and where the principals in the piracy now resided.

Commodore READ demanded of the Rajahs of Quallah Battoo and Muckie, in succession, the delivery of the pirates stated to be within the limits of their authority; but receiving only evasive answers, and finally assurances of their inability to comply with his demands, he proceeded to execute the purposes of his visit, in the manner detailed in the following extracts:

"Having come to anchor three miles from the latter place, (Quallah Battoo,) I deemed it my duty immediately to make the demand for the pirate and property said to have been conveyed to that place with him. Lieutenant Palmer, accordingly, was sent to the Rajah, to make the demand, and to say to him that the Government of the United States desired to be on friendly terms with the Rajahs of Sumatra; that we had come as friends, but that it would depend upon himself whether we should or should not leave him with the same sentiments. The Rajah professed himself willing to comply with my wishes, but stated his apprehensions that the man could not be taken for the purpose of delivering him to me. The pirate had many friends, and the people generally feared him, but he would endeavor that night to have him taken while asleep.

"Commander T. W. Wyman was sent the following day, and the same excuses were repeated. The hour of sunset of the 24th was named as the limit of the time which would be allowed for the apprehension of the pirate, and the bringing him on board the *Columbia*. The Rajah was told that unless this were done in the time specified, I should be under the necessity of considering him an enemy, and proceeding to treat him as such, assuring him that it was impossible for him to convince me that he could not se-

cure and give up a pirate found within the limits of his command.

"The hour of sunset passed, and nothing further had been done by the Rajah, in compliance with the demand; and I now conceived that all the Rajah had promised had been done for the purpose of gaining time. If I had now left him without inflicting some chastisement, I feared he might hereafter question our power, or have an indifferent opinion of its existence. I therefore caused the ships to be dropped as near to the shore as they could swing with safety, and having sprung their broadsides to the forts, commenced a fire upon them. The fire of the ships was returned with but three shot. Two of the forts hung out white flags, and after a few shot fired at the Rajah's fort, I directed the firing to cease.

"As I did not conceive the object for which I contemplated sufficient to justify the landing of a party of men to destroy the place, I directed the ships to be got under way, and to proceed to Muckie. We arrived at the common anchorage ground off that place on the 30th, and the demand for the offenders, who it was said were residing there, was immediately made. Excuses similar to those we had before heard, were now given for not having confined the persons claimed. I desired to obtain possession of the Rajahs, and invited them on board, but could not prevail on them to come. Having sent another message to the Rajahs on the succeeding day, and being satisfied that they did not mean to comply with my demands for the persons concerned in the piracy, I directed all preparations to be made for hauling in the ships.

"On the morning of the first of January, we commenced towing and warping in, and by half past 10, A. M., got into an excellent position for sweeping with our fire the peninsula on which the town stood; the two ships now not being more than a cable's length from the edge of the town. No sooner had we commenced this operation than it was observed that the inhabitants were engaged in carrying off their property from the town. It was impossible to prevent this as early as I could have wished; but a few guns were soon brought to bear, and we saw no more persons employed in this business. A slow fire from a few guns on the main and spar deck was kept up, merely for the purpose of preventing any preparation for defence on shore, and for the protection of our men in landing. By half past 12, P. M., three hundred and twenty seamen and marines were landed and formed on the beach, under the command of Commander T. W. Wyman. The divisions from the *Columbia* were commanded by Lieutenants Magruder, Turk, Turner, and Pennock. The marines of the squadron were led by Lieut. Baker. The two divisions from the *John Adams* were headed by Lieuts. Thompson and Minor. The firing from the ships ceased, and the expedition moved towards the town with order and regularity. Much anxiety was felt at the moment as to the result. The conduct of the Rajahs the evening before being such, it was believed that a steady and determined resistance would be made; but to my great surprise, the party entered without opposition. The town was soon after in flames; all the dwellings of the Rajahs, and their five forts were destroyed. The guns of the forts, 22 in number, found loaded and primed, (and matches lighted,) were spiked and thrown into the ditch. A magazine of rice, and storehouse filled with pepper, were destroyed; some valuable boats of large dimensions on the stocks, and several of less value, were consumed in the flames. In short, there was nothing left above ground, and by half past 2 o'clock, P. M., the officers and men had returned to

their respective ships, without the occurrence of a single accident."

Commodore READ does full justice to the promptitude and decision of Commander WYMAN, and all the officers employed in these transactions, who acquitted themselves to his entire satisfaction.

The Navy Department has furnished for publication the following copies of the engagement entered into by the Rajahs of Soosoo, Quallah, Battoo, &c., with Commodore READ:

We, the Rajahs of Soosoo, for ourselves and the inhabitants of the town of Soosoo, on the west coast Sumatra, sensibly affected by the clemency practised towards us on the late visit of the frigate Columbia and John Adams, do hereby pledge ourselves to suffer no American vessel to be molested hereafter, and, by all means in our power, to prevent all wicked designs for annoying or in any way injuring them. Should we ever hear of any plan being laid for the capture of an American vessel, we engage forthwith to give notice of the same to the commander, or whoever may be on board said vessel, in time to prepare themselves for the defence of their lives and the protection of their property. And we do further pledge ourselves that, in case any piratical expedition should hereafter at any time be attempted, or successful plunder be committed upon any American vessel, and the plunderers should take refuge among us, we will secure their persons and the property taken in the best manner we can, and keep them until they can be delivered to the first vessel of war of the United States of America which shall arrive on the coasts, or to any merchantman who shall be willing to take them to the United States for their trial. But we profess our inability to comply with your demand for the delivering up of the pirates and the property brought with them to this place, belonging to the ship Eclipse, the pirates having fled from the place, the moment that it was known that the United States ships of war under your command had come to Soosoo for the purpose of securing them. In that we promise to do all that lies in our power to cultivate the friendship of the United States, by doing all those acts which are necessary for the continuance of that friendship with us which we know to be our interest to preserve, and which we here solemnly pledge ourselves henceforth in every way to endeavor to maintain.

In testimony of these our desires and our solemn pledges, we hereto affix our several signatures and seals.

DATTOO BUGGAH,
DATTOO BUGGENAH,
DATTOO MOODAH,
DATTOO UMPATE.

To Commodore GEO. C. READ,

*Commanding the American ship of war off
Soosoo, January 8, 1839.*

PO QUALLAH, Peder Rajah of Quallah Battoo, having come on board the Columbia, with desires to make peace with the Government of the United States, hereby declares, that henceforth he will use every effort on his part to assist the American ships which may be trading on the west coast of Sumatra, and bring all the means in his power to suppress all piracies on the coast. And in case any designed robbery or attack upon any American vessel should be known to him, he will use his power to stop it, and give immediate information to the captain and all who may be on board, for their defence and protection. And should any of his men be guilty of the crime of piracy against any American vessel, or should any pirates take refuge among his people, he pledges himself that they shall be punished by death, or given up to the Government of the United States for trial, on the demand of the commander of any armed United States vessel, or the Captain of any merchantman who may be willing to take them to the United States.

In testimony of this feeling and these pledges, Po Quallah here affixes his signature and seal.

PO QUALLAH.

Witnesses:

PON-YAH OUSSEN.

PON-YAH HEIT.

TOOKOO AHLEE.

GEO. C. READ, *Commander of the U. S. Naval Forces in the Indian seas.*

FITCH W. TAYLOR, *Chaplain U. S. frigate Columbia.*

A. M. PENNOCK, *Acting Lieutenant U. S. frigate Columbia.*

PETER SILVEE, *Commander of the ship Sumatra.*

J. HENSHAW BELCHER, *Professor of Mathematics U. S. frigate Columbia.*

UNITED STATES FRIGATE COLUMBIA,

Soosoo, January 11, 1839.

The following regulation, published in the Singapore Free Press of the 1st February, 1838, has been communicated to the Department of State by J. BALESTIER, Esq., U. S. Consul at Singapore:

Foreign ships belonging to any state or country in Europe or America, so long as such states or countries respectively remain in amity with her Majesty, may freely enter the British seaports and harbors in the East Indies, whether they come directly from their own country or from any other place, and shall there be hospitably received. And such ships shall have liberty to import into such seaports, from their own respective countries, goods the produce of their countries; and to export goods from such seaports to any foreign country whatever, conformably to the regulations established or to be established in such seaports: Provided, that it shall not be lawful for the said ships, in time of war between the British Government and any State or Power whatsoever, to export from the said British territories, without the special permission of the British Government, any military or naval stores, saltpetre, or grain, nor to receive goods on board at one British port of India to be conveyed to another British port of India, on freight or otherwise; but nevertheless the original inward cargoes of such ships may be discharged at different British ports, and the outward cargoes of such ships may be laden at different British ports, for their foreign destinations.

ROSS D. MANGLES,

Officiating Secretary to Gov't of India.

SINGAPORE, 29th Jan., 1838.

Correspondence of the U. S. Gazette.

U. S. FRIGATE CONSTITUTION AT SEA—FIRST SUNDAY OUT.—This war-worn and time-worn ship, which is honored with the proud name of the "Nation's Favorite," was becalmed in all her beauty on the mirror-like surface of the deep blue ocean, the islands of Bermuda bearing east 75 miles; but before I speak of the duties on board of a man of war on the Sabbath, and on such a day as this, let me tell you that we passed Sandy Hook on May the 20th, with a fine breeze from the southward. At 2 P. M. the U. S. brig Washington, commanded by Lieut. G—, came bounding along most gracefully, for she is a fine looking vessel of her class, of graceful proportions, looking like a "skimmer of the seas." In an instant she hove too, and in quick succession the stern and manly voice of our "Lieutenant of the Deck" was heard: "Man the weather main braces, clear away the bowlines, and lay the main topsails to the mast; young gentlemen (midshipmen) call away the life boat," (the name of a cutter in the quarter.) In a few minutes the boat was lowered, and alongside the ship, and our skilful pilot, Mr. Norris, of New York, bid us a kind farewell, and sprang into the boat. "Shove off," says the officer, and soon she was alongside the Washington, and as soon returned, and was up at the davit ends. "Fill

away the main topsail," cried the Lieutenant. In one moment, the yards flew round by the force of the wind. "Make sail, sir," said the Captain, as he walked the poop deck in watchful silence, and soon all sail was spread to advantage, and the Constitution once more in her adopted element, where she has won so much imperishable glory for the country, and honor to herself. Soon the green hills of Never-sink were settling into the horizon, and as night came on, the last twinkle of the revolving light on these beautiful highlands was seen to sink into the deep sea. What a moment for thought of all that is dear to us, country, home, and friends.

The weather continued fine, and the breezes pleasant from the southward and westward, until the thermometer told us, by its immersion into the sea water, that we were approaching, or on the western edge of, the Gulf Stream—the temperature of the air being 68°, and the water 71°, Fahrenheit. During the night, the clouds gathered and flew in furious masses, portentous of heavy squalls. As they passed over us, they poured their fluids until our decks were deluged. Sails were taken in and again set, so that "Old Ironsides" dashed on over the Gulf "like a prancing steed that knew his rider." The next day the squalls were violent, with less rain; so great was their force, that at times the sails were furling to the yards. On Friday, May 24, that valuable instrument—the thermometer—told us that we had crossed the Gulf Stream, and then gentle and balmy breezes seemed to say that we would soon be wafted into the congenial climes in the neighborhood of the tropics. Sunday morning came, "calm as a summer morning," with its light airs skipping over a sea rolling in long swells, as though it were sleeping never to be disturbed, or,

"Lash'd into foam, the fierce contending brine,
Seems o'er a thousand raging waves to burn."

The sun rose in all its loveliness from the cloudless horizon, and swept over the trackless deep to its meridian altitude, and then gently sunk to rest in the far west. But I am in the morning. The sails are hanging lazily up and down the masts; the busy crew cleaning the ship to be ready for inspection. At 10 o'clock the ship, in all her parts, is as clean as the most fastidious housewife could desire her dwelling. At 10 30, the word was passed to the boatswain to "call all hands to muster." Soon his shrill pipe was heard, accompanied by his four mates, and then their voices in rapid succession, "all hands to muster ahoy." The awnings were spread, and seats arranged on either side of the quarter deck for the accommodation of the officers and crew during divine service. As the men passed quietly aft, I was struck with the beauty of the scene, all dressed in their showy white duck "frocks" and blue trousers. Then came Commo. C—, accompanied by Judge E—, Captain T—, and the officers generally, who took their seats. It was then announced to the Chaplain of the ship, the Rev. Mr. W—, of the Episcopal church, that all was ready for divine service. He stepped forward, and took his place at the capstan, on the drum-head of which was first spread the Star Spangled Banner. The church service was commenced by the band, whose sweet notes gave solemnity to the occasion. All was quiet, save the fine toned voice of the Chaplain, whose text was from the 10th chapter of St. Luke, in these words: "But one thing is needful." He gave a most eloquent and impressive sermon; and who were his hearers, who were anxiously gazing upon him as he told them "no man ever regretted a moment or an hour that he had devoted to his God?" They were some 430 "children of the storm," whose daily life caused them frequently to be amidst danger on the high and giddy mast, wrestling with the storm. There was great sublimity in the whole scene, one that would have gladdened the heart of the pious philanthropist. 'Twas truly divine worship at sea. The Lieutenant

of the watch, during service, was seen standing in restless watchfulness on the hammock rail, ever and anon holding up his extended arm that his hand might catch the direction of the skipping breeze as it passed over, in "cat's paws," the glassy surface of the sea, and as the service finished, his commanding voice was heard, directed to the Boatswain, "Pipe down, sir, and pipe to dinner." As if by magic, the crew passed quietly to the gun deck, and there seated themselves in groups of 12 each, (messes,) to enjoy their beef and pudding, for man—

"He cannot live, like woodcock, upon suction,
But, like the shark and tiger, must have prey."

The calm beauty of the day seemed to have made it a day of rest for all hands. The old ship labors not, but lies in all her beauty, power, and strength, on the rolling bosom of the smooth ocean, like a slumbering lion. Here and there Jack was seen walking to and fro, seemingly wrapped in his own originality of thought, while others were seen in little groups, in cheerful conversation. The officers variously amusing themselves—some bending over their books, while others were seen writing to some dear friend, wife, mother or sisters. Thus passed the afternoon of the day. As the sun dropped beneath the horizon, the shrill pipe of the boatswain and his mates were again heard, "all the starboard watch stand by your hammocks, ahoy!" Down went the hammocks, and in another hour the sentinel, from the cabin door, called out "eight bells," when the familiar voice of the Lieutenant of the Watch was again heard—"strike the bell eight, and call the watch." Thus ended the first Sunday out.

CORPOREAL PUNISHMENT.—We a short time since made mention of the punishment of two deserters, at the barracks in this city, by branding, shaving of the head, and the infliction of fifty lashes, as preparatory to their being "drummed out" of camp. The New York Gazette copies, with editorial comments, expressing a hope that a portion of the statement was incorrect, and its abhorrence at this mode of punishment, as disgraceful to the service and to the country. We can assure that journal, however, that it is not the less true; and upon the first impressions, on receiving the information, we were disposed to speak in equally as strong terms of condemnation as that journal has done—but upon reflection concluded to let it pass, for an afterthought. We have since been reminded of it by the receipt of the Gazette, and made inquiries of an officer of the United States army, of high standing, who called upon us the other day, and who informed us that this mode of punishment, for such an offence, was the invariable practice under the army regulations, as well as under a late law of Congress. He stated, that although seemingly barbarous, it was the only plan, after continued and repeated trials, that could be adopted for the subordination and preservation of the army.

A recruit when he enlists, acts with his eyes open. He knows the duties he has to perform—he knows that he is subject, at any moment, to be called off or ordered into active and immediate service; he knows, also, the severe penalties for desertion; and should know, if he does not, that he has surrendered the free exercise of the rights and privileges of a private citizen, and volunteered himself as a ready martyr to his country's service and defence.

We still, however, disapprove of the mode of punishment, if any other remedy can be devised. That an example should be made, which will prove salutary in its effects, for the base act of desertion, no person will deny; but as we cannot conceive of a better remedy, for this dishonorable defection, we shall continue to sustain the army in the course pursued. The complaints of the Gazette, if just and proper, will apply with still greater force to the rigid discipline of the navy. If the punishment be cruel

in the one case, it is inhuman in the other. But if the Gazette will suggest any feasible plan, in alleviating the mode of punishment, and by which the character and discipline of our brave and hardy soldiery may be sustained, we will join hands with him in using our feeble efforts to effect so laudable an undertaking.—*Detroit Evening Post.*

We are clear for law, law civil, law ecclesiastical, and law martial, and clearer still for prompt punishment of every violation of law; no one who has watched our course can doubt as to our opinions on that subject; but *degrading* punishments we detest. Punishments that put the offender beyond the pale of reformation; that render him *indelibly* infamous, no civilized system of government should tolerate. That civil society has the right, and ought to exercise it, of taking the life of offenders, we never have, and never expect to doubt. The exercise is necessary to its protection—in our opinion to its very existence—but, never will we believe it either in accordance with the dictates of humanity or with any just construction of the constitutional charter of the country, to permit any branch of our authorities, civil or military, to inflict the punishment of branding. If it be necessary to prevent the crime of murder, hang the criminal who commits it; and if desertion from the army cannot otherwise be prevented, shoot the deserter; both these punishments are in our eyes less infamous than the torture of the whip or the branding iron. Murder *should* be so punished in all cases, and desertion *in time of war* should be so punished too. Social society in the one case, and the army in the other, probably cannot be kept together without such severity.

What is the appropriate punishment for a desertion from the service in time of peace we do not undertake to say. We only know that scourging and burning should never be resorted to—certainly not the latter. Imprisonment in the dark hole, chaining to cannon shot, severe drilling from morning to night, incessant marching from day to day, as is practised in the British army, or even head shaving, and “drumming out,” may all be practised without mutilating the body, and blasting forever all prospect of wiping off the stigma from the offender. Never should the persons of American citizens be subjected to the lash. They are not all of them too good for the gallows, but they are too good for the whip.—*New York Gazette.*

The Army and Navy Chronicle, in copying our remarks on branding and whipping soldiers in the United States army, appends the statement that “branding” does not mean branding with a hot iron, but merely marking the letter D into the soldier’s flesh with India ink. We beg leave to say to the Editor of the Chronicle that such an operation is not branding, and that our remarks on the subject, therefore, can have no application to such a process. But we will say, since we are about it, that we do not believe any authority, civil or military, has warrant in the constitution to *mark* in any indelible form the person of an American citizen. A man, enlisting in the military service of his country, has it not in even his own power to agree to an unconstitutional punishment upon himself. He may be shot or hanged, but we do not believe he has any right even under his own sign manual to agree beforehand to permit the United States to “mark him,” as an irreclaimable and *indefaceable* outcast. If he has the right to agree that he may be marked like a sheep or a jack-ass, with India ink, he may just as well agree to have his ears cut into a “swallow fork,” or his nose slit like a savage.—*Ibid.*

From the Boston Mercantile Journal.

ADVICE TO SEAMEN.—It is a melancholy fact, that the vices of intemperance and licentiousness are common to seamen in every part of the globe. This

is proverbially the case. It is these vices which lay the foundation of the ruin of many excellent men, and make them a bye-word of disgrace. Intemperance and licentiousness generally go hand in hand together. When one of these demons is seen, the other is seldom far off. It is difficult to say which of them has proved most detrimental to the mariner. Of the consequences of intemperance to all classes of society, much has already been said, and we would gladly raise the voice of a friend to warn the mariner to shun the dangerous rocks of licentiousness, which lie in the far way of the channel of life, and which, when the beacon-fires of virtue and reason are not burning, cause the wreck of many a gallant vessel.

Reason was given man to enable him to control his passions, place a check on his animal propensities, and to seek enjoyments in other sources than in the gratification of the brutal appetites of his nature. But the licentious man treats the counsels of reason with contempt; scoffs at the wholesome precepts of morality and religion, and places himself, by his own voluntary act, on a level with the brute.

Moral intelligence is now generally diffused through the community, and it is time that the sailor should have due regard to the principles of morality, and show that he feels some solicitude for his own character and standing in society. Licentiousness should no longer cast a dark stain upon the character of the sailor. He should abandon the society of the abandoned, and seek the society of virtuous women, whose pure and edifying conversation, and heavenly-beaming smiles, the attendants on innocence, will exercise a wholesome influence over his conduct, and urge him onward in the paths of virtue and happiness.

A sailor should always have a home. His organization, mental as well as physical, is not so peculiar as to prevent his indulging in domestic joys. If he has a mother or sisters, they must take a deep interest in his welfare, and would rejoice to correspond with him when abroad, and would greet him with the hallowed kiss of affection, whenever he could make it convenient to visit the home of his youth. These are ties which bind a man to virtue, and should be broken only by death. When the mariner forgets the relations and ties which were once most dear to him, and prefers, to a quiet and happy home, the boarding house kept by some hungry shark of a landlord, who is anxious only to brutalize his boarders, or the infamous abode of some wretched female, whose mind is polluted, and who has given up herself to the worst of vices, there is little hope of him; he descends rapidly, but surely, into the very sink of degradation and ruin.

There is no reason why a sailor should deprive himself of the joys of a married life. A virtuous and industrious wife would extend a beneficial influence over his conduct, and, like a guardian angel, save him from the quicksands of intemperance or the dark whirlpools of licentiousness; instruct him to live for others, and ensure his own happiness by contributing to the happiness of those who ought to be dearer to him than life.

It is often said that a sailor has no business with a wife; that a man who passes three-fourths of his time on the ocean, or away from his home or his native land, should not burden himself with a wife, but should remain free and untrammelled as the wind which wafts him across the seas, with no one to rejoice in his prosperity, or bewail his misfortunes. This, however, is an error. If the married life confers happiness, and who will dare to deny it, why should the mariner be debarred access to joys, which are not withheld from the rest of mankind? The affection of a virtuous woman is one of the greatest blessings which Providence can bestow. It is a treasure which can be appreciated by the seaman as well as the landsman. When away from his home,

he feels in his heart that there is one kind being who is interested in his welfare, and is offering up prayers to heaven for his safety; who will share with him the favors of fortune, and be to him a solace and a comforter in the hour of trouble; who will welcome him to his home with unfeigned delight, and partake with him the cup of life, whether containing weal or woe. This remembrance sheds a moral purity, a holier atmosphere around him. If he possesses a spark of conscientious feeling, or any sense of honor, this reflection will act as a charm to secure him from evil habits, and cause him to resist without difficulty all the temptations to immorality, which abound in every foreign port. The thought of his wife and children will stimulate him to action, and bring out all the energy of his character. He will be ambitious to gain a name not only for correctness of moral conduct, but for industry and attention to his duty; and will receive the certain reward—the confidence of his employers.

We repeat it, there cannot be a greater error, than that a sailor should shun the state of matrimony, as if destruction lurked within it, and wander through the world alone, without one kind friend to cheer him on his way, a prey to the hungry harpies which cluster around him, and lure him from the paths of virtue. A landsman should get married as early as it is convenient; but a sailor should get married early at all events.

From the Globe, June 4.

LIEUT. E. W. MOORE AND THE FIFTY MIDSHIPMEN.—Having seen it asserted in a New York paper that Lieut. Moore, and upwards of fifty Midshipmen, had either left, or were on the eve of leaving, the service of the United States to enter into that of Texas, we thought the statement of sufficient consequence to make an inquiry at the proper quarter, as to its truth, and have been permitted to copy the following correspondence in relation to Lieut. Moore:

"NAVY DEPARTMENT, April 29, 1839.

SIR: It having been stated in some of the public newspapers that you have been appointed to the command of the Texan navy, I request that you will inform this Department whether such be the fact, and whether you have accepted that appointment, or any other in the Texan service.

I am, respectfully, yours,

J. K. PAULDING.

Lieut. EDWIN W. MOORE,
United States Navy, New York.

U. S. SHIP BOSTON. }
New York, May 7, 1839. }

HONORABLE SIR: Your letter of April 29th I did not receive until to-day, and in reply to your request, I have to state that I have had no agency in the "statement of some or any of the public newspapers," which you mention; and as I still hold a commission in the navy of the United States, I, as a matter of course, have accepted no appointment in the "Texan service."

I am, respectfully, your obedient servant.

E. W. MOORE,
Lieut. U. S. Navy.

The Hon. J. K. PAULDING,
Secretary of the Navy,
Washington City, D. C.

Surely, if Lieut. Moore had already entered into the service of Texas, he would not have committed himself in this manner by a positive denial; nor can it be presumed that if he had contemplated doing so, and had brought his negotiation for that purpose so near to a crisis as it must have been at the time, if he is now, as stated in the papers to which we have alluded, actually commander of the Texan navy, he would have condescended, under the influence, or even anticipation of his new dignity, to resort to such a palpable evasion to conceal the fact. Still less can it be believed that he would, under such circumstances, continue to wear the uniform, receive

the pay, and retain the disguise, of an officer of the United States navy, after having bartered away his services to another country. The supposition is too dishonorable to be credited.

On the same authority we are enabled to state, that for some weeks past but a single resignation of a Midshipman's warrant has been received by the Department. Most assuredly, had these fifty Midshipmen already made definite arrangements to enter the service of Texas, and transfer their allegiance from the country of their birth to that of their adoption, they would hardly bring their minds to remaining in the receipt of pay which they could no longer earn with honor, or receive without disgrace; surely they would not descend to wear the uniform of one country while devoted to the service of another. Every Midshipman, previous to becoming an officer of the United States, takes an oath of allegiance to his country, and cannot divest himself of that obligation, while he holds his warrant. Can it be presumed that fifty of these gallant young men, or a single one of them, would thus virtually perjure themselves?

The principal reason for this alleged desertion of the service of the United States, stated in the article alluded to, is that the Secretary of the Navy had delayed the annual examination of midshipmen for nearly two months. We are informed that this postponement was owing to the expected arrival of several midshipmen, entitled to an examination, from foreign stations, who, if not here in due time, would be put back a whole year, and thus lose the additional pay to which they would become entitled if successful in the trial. A proper regard to the claims of these, induced a delay of a few weeks; but we are enabled to state that preliminary measures have been taken for an examination about the middle of the present month.

AMERICAN OFFICERS IN FOREIGN SERVICE.—

The Globe contains an official statement, denying that Lieut. E. W. Moore and fifty American Midshipmen had entered the service of the Texian republic. The denial is contained in a letter of Mr. Moore, in reply to an inquiry of the Secretary of the Navy. The original false statement was promulgated through a New York newspaper. This circumstance appears to suggest the propriety of a remark on the system of mercenary service which has, to a very inconsiderable extent, tainted the American character.

Machiavelli has asserted that "war is the chief and proper business of kings," and the aphorism needs the offset that peace is equally the great and true business of republicans. Under the code of European morals of the nineteenth century, it is not deemed dishonorable for a soldier of one nation to enter into the service of another, and put his fellow creatures to death for the consideration of six sous or six crowns a day. The Swiss are stigmatised to a proverb for doing what every European nation has done in a large extent—supplying soldiers for any and every service, however foul and murderous, on mere pay. Dugald Dalgetty is the type of a class which flourishes perhaps as largely as ever. But the other day, a member of Parliament left his respectable seat to join, with a deluded rabble at his heels, in the cruel struggle with which the Peninsula is cursed. Some of the best officers in the Austrian and Spanish armies have been derived from Ireland, and, indeed, innumerable citations might be made of distinguished mercenaries who now figure in alien service. We confine ourselves to the present time; with the morale of the past on this point we have nothing to do, as our own country is rich in the exemplifications needed, and of a more apposite character. Now it strikes us that some decided step should be taken to arrest this shocking and cold blooded system, which may in time affect our mili-

tary and national fame, and reduce it in this particular regard to the level of that of the rest of the world. A soldier, whether on land or sea, delights in excitement, enterprise, and all else which contribute to professional ambition and renown. In this country, heaven be thanked, there is but very little to minister to any of these chivalrous propensities. The people here are the shepherds and not the sheep, as elsewhere, and as they need not the crook, neither do they the knife, and as the blessings of intellectual and moral instruction are the more widely diffused, the means of universal prosperity ascertained and regulated, and the spirit of charity and love proportionably diffused, the business of war, the trade of kings, with all its *prestige*, must decline with equal force. The charm which the army and navy of America once possessed for its officers must continue to dwindle as it has done. The young officer, seeing but a long life of subordination and toil in the service of his own country, may be too often tempted to leave it for that of some other, the Turk or Texan, as the case may be, and in justification of his course he will not fail in obtaining brilliant authority, sufficient to satisfy many minds; his own included, that no other course was left him but to barter his arms away. In anticipation of this evil, young gentlemen should be made sensible, if no other preventive be suggested, that when they take the oath to serve their country, she demands their entire regard, and will not consider any hardship or grievance an excuse for a resignation of trust, to be followed by the acceptance of another at the hands of a foreign and strange nation. We are pleased to see that so far from fifty midshipmen having resigned, lately, there has been but the surrender of a single commission. The calumny in question, therefore, is signally refuted. The idea of exclusively national, if not perpetual service, attaches to the profession of an American officer, and none other should for a moment be admitted or cherished.—*National Gazette*.

From the Tallahassee Star, June 11.

PUBLIC MEETING.

At a meeting of the citizens of Tallahassee and its vicinity, held agreeably to public notice at the Court House on Saturday last, on motion of J. B. Webb, Gen. Thomas Brown was called to preside, and S. S. Sibley appointed Secretary. The object of the meeting having been stated by the chairman, the meeting was addressed by William P. Du Val, Esq., in an animated and eloquent speech on the subject of the disastrous Seminole war, and in relation to the treaty, recently concluded by Gen. Macomb with a few of the chiefs, communicated in the morning paper. Gov. DuVal concluded by offering the following preamble and resolutions, which were adopted without a dissenting voice. On motion of Col Wyatt, the word *unanimous* was ordered to be inserted:

PREAMBLE AND RESOLUTIONS.

We, citizens of Leon county, (Florida,) have seen in the public prints, with regret and dismay, that a treaty is partially made by the commanding General of the United States army, (Macomb,) with the Seminole Indians, under the authority of the War Department, by which the country to be assigned *temporarily*, as it is said, to the Indians, but *permanently*, as we shall no doubt experience—will include all that part of the peninsula of Florida, from the head waters of Pease Creek, which discharges into Charlotte Harbor, to the mouth of Shark river, according to certain boundaries. As a portion of this unfortunate, slandered, and desolated country, we do most earnestly and solemnly protest against this measure, and with full confidence in the wisdom, and justice, and humanity, of our national legislature, appeal to them to protect us against a sacrifice so cruel and wanton, and to preserve the people of Flo-

rida from such danger, and the country from such disgrace.

At this time, while this national disgrace will be insured by the ratification of the treaty, ruinous to the prosperity, and dangerous to the safety of Florida, the commander of the United States army, in person, as we are informed, has issued his order declaring a suspension of hostilities, while the Indians, under this hollow truce, are murdering our citizens in the east, and under the nose of this officer, and in Middle Florida have destroyed several families and fired their dwellings—the regular troops at the several military posts must, and do, remain neutral and inactive under his order.

We view it as an act of supererogation on the part of this General, and ambassador *extraordinary* to the Seminole nation, to issue such an order, inasmuch as we have no reason to suppose that during the last year and a half the regular troops *altogether* have destroyed, or injured, half a dozen Indians *by force of arms*. We have good authority for saying that several of the Seminole Indians sent off from this country to the far west, have returned to Florida, and we believe that many of them are now returning to this Territory. These Indians have communicated from Micanopy and Jumper, to the Indians in Florida, that they have not land in the west assigned to them sufficient to bury them. Under these circumstances, if the contemplated treaty is made, the Seminole emigrants and many of the discontented Creek Indians will return and locate themselves in Florida, and in less than three years, the Indian force will be much greater than we found it at the commencement of the present disastrous war. If the Senate should ratify such a treaty, we shall be found in a deplorable state. No prudent man would remove to Florida; for if we ever have war with a foreign power, utter ruin will fall on our country; unite a respectable foreign force with the Seminole Indians, and not Florida alone, but the States adjoining, will greatly suffer. With such guides—backed by a formidable force, collected from the West India emancipated inhabitants—the danger will become greater than we can now undertake to anticipate.

If these Indians are located *temporarily*, they will never hereafter be removed but by extermination—nor will our country be willing to hazard again defeat and disgrace by another conflict with these Indians.

1st. *Be it therefore resolved*, That the Governor of Florida be requested to issue his proclamation to assemble the Legislative Council on the first Monday in November next, at Tallahassee, and the Legislative Council be requested, when so assembled, to send on a committee, with their remonstrance and protest, against the ratification of any treaty that may be made, to locate the Indians in Florida, and that such committee unite with the Delegate in Congress in opposing such treaty.

2d. *Resolved*, That we highly approve of the sentiments contained in the letter of the Secretary of War, in answer to one addressed to him by Gen. Jesup, then commanding in Florida, rebuking him for suggesting that the Indians might be rendered friendly, by locating them in Florida.

3d. *Resolved*, That it is insulting to the feeling of the people of the United States, and degrading to our character to send the Commander-in-Chief of the army of the United States, to sue for peace to a few Indians, after a war of four years, and, in fact, yielding up to the Indians all they have ever required.

4th. *Resolved*, That the Seminole Indians, and the inhabitants of Florida, cannot maintain peace, and live in the same country, and if any treaty shall be ratified, locating these Indians in Florida, it will be a paper treaty only.

5th. *Resolved*, That the Peninsula of Florida is the last place in the limits of the United States, where in the Indians should be permitted to remain, for obvious reasons:

1st. They have access to the Atlantic and the Gulf stream, and are always accessible to the enemies of the United States.

2d. In a war with any foreign power, they will be induced to take part against us, and will guide our enemies through every part of our country.

3d. If located in Florida, all the runaway slaves will find refuge and protection with them.

4th. The contiguity of emancipated colored population of the West Indies, would, in a war with some foreign power, place Florida, and in fact the whole of our Southern States, in jeopardy. There is no position in which these Indians could be located, so dangerous to the peace and happiness of the Southern, and interests of the United States, as the peninsula of Florida.

6th. *Resolved*. It is the duty of our citizens in every county in Florida, to assemble and protest against the location of the Indians in the Peninsula, and we call on them to unite with us in opposing the ratification of any such treaty.

The editors of the several public prints in this Territory are requested to publish these proceedings; and the President of this meeting is requested to send a copy of the same to the President of the United States, Secretary of war, the Governor of this Territory, and to our Delegate in Congress.

THOMAS BROWN, *Chairman*.

S. S. SIBLEY, *Secretary*.

HAZARDOUS SEA ADVENTURES.—The arrival of the tiny iron steamboat at New York, from London, has called up many reminiscences of former voyages on the great deep, performed by crafts of a similar size. A friend relates for us a more daring and perilous voyage than any we have yet seen mentioned, and which, we are sure, must eclipse any yet untold.

AN AMERICAN SAILOR made his escape during the war, from the British prison-ship at Bermuda, and traversed the ocean, ALONE, in an OPEN SAIL-BOAT, to the Virginia shore, a distance of over 200 leagues!

THOMAS KING, of Charleston, S. C., who had been captured in the U. S. brig *Vixen*, by the Southampton frigate, was the hero of this exploit. He engaged a fellow prisoner to accompany him in the enterprise. A pocket compass was procured; some provision was saved from their scanty allowance; and the prison-ship's sail boat, which was to be used, had kegs of fresh water for ballast. The 4th of July, 1813, the enterprise was determined on. When the evening arrived for putting the plan into execution, the heart of King's *compagnon de voyage* that was to be, failed him, and he could not be induced to link his fate with that of his more resolute comrade in the little boat. But King, unappalled, though thus abandoned, determined to make the attempt alone. He got out of a port hole in the evening of the 25th July, swam to the boat, which was towing astern, got into it, cut the painter, and drifted some distance, then made sail for old Virginia, where he arrived 3d August, landing on the beach, 10 miles to the southward of Cape Henry, having been nine days at sea. He went overland to Norfolk, where the boat was sold for his benefit. He was soon after appointed Master's mate in the navy, as a reward for his daring conduct.*

Much has been said and sung and written about the young English sailor who was found making his escape from a French prison in a tub; and who, being brought before Napoleon, was magnanimously liberated and sent home by that great man, who admired and rewarded the daring bravery of the undertaking. Poetic license has established this event, at the expense of fact. The young sailor is represented as attempting to cross the English Channel from Boulogne in his tub. His endeavor was to drift out with the ebb tide to the British squadron,

then blockading the French coast, and within two or three miles of the shore.

The successful exploit of the American sailor throws this into the shade, as well as the little iron steamboat's trip, and all the other daring adventures in tiny crafts on the ocean, which old reminiscences have brought out since the Robert Stockton's arrival. —*Richmond Compiler*.

* We remember having seen KING after his arrival in Washington, in 1813. He was lost at sea, in the U. S. schooner *Lynx*, under the command of Lieut. J. R. Madison, in the year 1821.—*Ed. A. & N. C.*

LAUNCH AT PORTSMOUTH.—The Portsmouth Journal gives the following account of the launching of a U. S. ship at that place on Thursday 13th inst.

The launching of this ship brought together a great concourse of people upon and in the neighborhood of the Navy Yard, on Thursday last. As the house in which she was constructed is one of the largest in the United States, as many as chose had a fine opportunity to observe the preparatory operations from the galleries, whilst the thousands gathered upon the bridges and surrounding eminences had an unobstructed view of her as she left the huge building shop, and glided gallantly forth into the deep smooth waters of the silver Piscataqua. "*There she goes!*"

Although not *au fait*, ourselves, in these matters, yet we are informed by competent judges, that she is one of the most elegant specimens of naval architecture to be found in this or any other country. She certainly is a very beautiful object to look at, and her genteel and yacht-like appearance, we doubt not, will render her a crack ship and a great favorite in the navy. Although as strong as iron, wood and copper can make a vessel, yet so neat and polished is she in every part, from the taffel to the keelson, as to challenge comparison with the most finished bit of cabinet work, just from the hands of the artist. This was what, perhaps, might reasonably have been expected from that talented young artist, Mr. Pook, upon whom the workmanship reflects great credit, as well as upon those who have been employed under him.

The vessel is one of six experimental sloops, of the same size, now building at the several navy yards.—Two have been launched, the *Marion* at Charlestown, and the *Decatur* at New York; a third has just been commenced at Philadelphia, under the superintendence of Mr. Lenthall, who likewise furnished the model for the one of which we are now speaking. She is not so large as the *Concord*, the last vessel launched at this yard, but is pronounced superior to her in point of workmanship. Her length on deck is 117 feet, her breadth 32; her capacity 600 tons. Although pierced for 20 guns, she will mount only sixteen—fourteen 32 pound carronades and two long twelves, with a complement of about 175 men and officers. She combines we are told all the recent improvements in ship building, and in this respect is well worthy the inspection of those who build upon this river. One of the principal improvements consists in such an adaptation of the keel, as to allow of being parted with, without any material detriment or danger to the body of the vessel. In merchant ships, it is customary to leave a small space between each frame, to be filled with salt as a preventive of the dry rot. As the moisture arising from salt has been found injurious to the health of men-of-war's crew, to remedy this and to guard against decay, in the United States ships every two frames are firmly united together, leaving a space of about eight inches between that and the next, so that the air freely circulates around every timber as it were, from one end of the vessel to the other; the stem too, we believe, instead of being, as has been usual, mostly beyond the planking, is more within the vessel, for greater strength and security.

It will be recollected that the keel of the *Congress* frigate was laid about two years since, but was removed to make room for the ship just launched. We understand that orders have been received to build her immediately, as she is an experimental frigate, and, if successful, will serve as a model for all subsequent ones. If this is the case, there will be constant employ at the navy yard for some months for two or three hundred mechanics and laborers, about the same that have been employed this season. It has been thought by some that this would necessarily raise the expense of ship labor; but upon this subject we think otherwise, as we do not speak without knowledge, when we say, that it is the intention of the government, and will be, as it ever has been, the particular desire of that valuable officer, Commodore Crane, to enter into no competition, but to pay for labor and materials *such prices only* as are given by the merchant.

THE LAUNCH OF THE YORKTOWN.—This fine sloop was launched yesterday afternoon between two and three o'clock, in the presence of a great number of spectators, who seemed to regard the spectacle with unusual interest. About ten thousand persons of all ages and sexes were present. The Pennsylvania fairly bristled with beauty, and we will venture to say that the gallant Commodore, who was intent upon giving the necessary orders for the launch, would have found it more difficult to have managed the crew of the big ship than he did to capture the *Epervier* or the *Nautilus*. The whole affair passed off in first rate business style. Every accommodation was afforded the visitors that could be devised; and the shout that hailed the descent of the ship into the waters was fairly won and freely given.—*Norfolk Beacon, June 18.*

FEAT OF A REVOLUTIONARY PATRIOT.—Captain Benjamin Webber, of Gloucester, a soldier of the Revolution, who was engaged in the battle of Bunker Hill, and is now eighty-four years of age, *walked*, the week before last, from his residence at Gloucester (rising at four o'clock in the morning) to Salem, where he took the ten o'clock cars for Boston, and after walking some hours, in the accomplishment of some business he had on hand, he walked to Charlestown, and after taking a stroll over the scene of his first fight, returned to the city, walked to the Eastern Railroad Depot, and took a seat in the cars to Salem, whence he again resumed his walk home, and had arrived within a few miles of Gloucester, when the stage overtook him and carried him the rest of the way. He had walked thirty miles at least, and rode as many more, and all this was accomplished between sunrise and sunset of the same day!—*Boston Trans.*

A WAR-HORSE.—The following extraordinary account of a veteran steed, which had borne him through many battle-fields, is given in a letter of the late Sir John Elley, written in 1826: "This gallant animal embarked at Portsmouth for Lisbon, in the year 1808, then six years old, and shared the dangers of the following battles: Talavera-de-la-Reyna, Busaco, Fuentes d'Onor, Salamanca, (severely wounded, and remained on the field throughout the night, unable to rise,) Vittoria, Pyrenees, Orthes and Toulouse; returned to England on the peace of 1814. In the following year embarked at Ramsgate for Ostend, and stood the brunt of Waterloo; returned once again to England, when the allied armies quitted France, and in the year 1820 embarked for Ireland, and in this year for the last time to old England, drooping from extraordinary length of service, still possessing undaunted courage, exhibiting the remains of a fine and generous animal, which never lost a day's work but from wounds, during the period of eighteen years." The old charger, after this long career of danger and glory, ended his days in the quiet shades of Windsor Park.—*New Sporting Mag.*

WASHINGTON CITY ;
THURSDAY, JUNE 27, 1839.

TO READERS AND CORRESPONDENTS.—We did hope to have completed our Abstract of Congressional proceedings in the present volume; but owing to the late period at which we commenced the preparation of it from the official journal, and its making more than was anticipated, we are obliged to divide it into broken doses. A few numbers more will close the last session.

We have to crave indulgence for the delay in furnishing Title Pages and Indices to the four last volumes. Our whole attention and energy are requisite to get the paper itself out; and as we have no assistant, the Indices must wait our leisure.

"W," we should think, can write well, if he takes a little more pains; his last communication is too rhapsodical and disjointed to answer any practically good purpose by its insertion.

Our last publication was delayed twenty-four hours by an accident to the press.

Relying upon the correctness of the papers published on the spot, we announced last week that the U. S. sloop-of-war *Sullivan* had been launched at Portsmouth, N. H. We have since understood that at the time of the launch, the name of the vessel had not been determined on; but that it has since been fixed upon as the *Preble*. We observe that these sloops are called "experimental," but for what reason, we are at a loss to imagine. We have certainly had experience enough in ship building, to know how to construct vessels of every class; though for the matter of that, any deviation from old established forms may be called an "experiment."

A letter was received in this city on Tuesday, from an officer of the 1st infantry, dated Fort Cross, June 13, which states that two men of his company were barbarously murdered and inhumanly mangled the day before, about two miles from the fort. Fort Cross lies between Tampa Bay and Fort Clinch, 46 miles from the former, and 37 from the latter; and about 17 miles from the Gulf of Mexico.

An officer of the United States Army who had been rendezvousing at one of the southern ports on the recruiting service, was recently reported to the War Department as having failed to render accounts of moneys with which he had been charged. On examination it appeared that the report was unfounded and false, and was made through the *negligence* of a clerk in the Quartermaster's Department. In consequence of this prompt exposure of the injustice done to the officer, the Adjutant General orders him peremptorily to close his rendezvous, and repair without delay to the remotest and most unhealthy post on the confines of the United States!—*Madisonian.*

The above paragraph is supposed to allude to Captain GEORGE W. ALLEN, of the 4th infantry. If so, we are authorized to say, that his being relieved from recruiting service, had no reference whatever to the charge of neglect in rendering his accounts. Capt. ALLEN had been on recruiting service at New Orleans for some time, and the season had arrived when it was usual to close the rendezvous there; his presence being needed with his company at Fort Gibson, he was ordered to join it.

The General Court Martial for the trial of Lieut. Col. BRANT, was organized at the Union Hotel, St. Louis, on Saturday, the 15th inst. All the members were present, excepting Major PAYNE, of the 2d artillery, who will doubtless have arrived in time to take his seat. Col. T. CROSS was objected to by the accused, and the objection sustained by the Court; Col. C., therefore, will not sit as a member.

We hope to receive such occasional intelligence of the proceedings of the Court as will be interesting to our readers.

Gen. BRADY was at Green Bay on the 24th May, on a tour of examination of the posts on the north-western frontier.

Drs. WHEATON, DAY, and FERRY, of the U. S. army, were at Erie, Pa., a short time since, examining the several locations, suitable for a Marine hospital on the lake shore. Dr. FERRY has returned to Washington.

About sixty invalid U. S. troops arrived at New York on Friday last, in the brig L'Orient, from Tampa Bay.

Mr. Thomas Birch, of Philadelphia, has finished a painting of the Revenue Cutter Gallatin. During a cruise lately in the Delaware, the Gallatin split her mainsail, stove one her boats, and received other damage.

Several American fishing vessels have been seized by British cruisers, on the coast of Labrador, and sent into Halifax, and other ports, for alleged violations of the Revenue laws, or an infringement of Treaty stipulations respecting the fisheries.

ARRIVALS AT WASHINGTON.

June 18—Lt. A. E. Shiras, 4th arty. Fuller's
Major T. T. Fauntleroy, 2d Drags.
19—Surgeon H. L. Heiskell, army, Fuller's
Lt. W. Hardia, 2d Drags.
21—Paymaster C. H. Smith, army, Fuller's
23—Ass't. Sur. S. Forry, army, cor. G & 18th sts.

LETTERS ADVERTISED.

TALLAHASSEE, June 1, 1839.

ARMY—Lt. N. W. Hunter, Dr. H. Holt, Capt. E. G. Mitchell.

UNPAID LETTER REFUSED—Tallahassee, June 15.

PASSENGERS.

CHARLESTON—June 17, per steam packet South Carolina, from Norfolk, Capt. McCrabb, U. S. A., lady, child, and 2 servants, Miss Humphreys. June 19, per steam packet Governor Dudley, from Wilmington, W. Leigh, of the navy. June 21, per schooner Empire, from St. Augustine, Lt. H. W. Benham, U. S. A. June 22, per steam packet Gov. Dudley, from Wilmington, Capt. A. J. Swift, of the army.

SAVANNAH, June 16, per steamboat Forester, from Garey's Ferry, Lieut. N. Darling, of the army. June 19, per steam packet Wm. Gaston, from Charleston, Capt. J. W. McCrabb, of the army. Per brig Clinton, for New York, Capt. J. Mansfield, of the army, and lady. June 20, per brig Tantiy, for New York, Lt. Darling, commanding company K, and 68 dragoons. Per steamboat Charleston, from Garey's Ferry, Lieuts. King, Arnold, Metcalf, Graham; Major Bonnet, Dr. Laub, of the army.

NEW ORLEANS, June 11, per steamer Teche, from Natchitoches, Capt. J. Bonnell, of the army.

ARRIVALS AT PHILADELPHIA.

June 15, Capt. J. Page, Lt. A. J. Smith, army; Lt. J. G. Reynolds, Marine Corps; June 16-17, Lt. J. C. Pemberton, Dr. H. L. Heiskell, Dr. Randall, army; Commo. J. Renshaw, B. F. Sands, navy; Lt. G. H. Terrett, Marine Corps. June 20, Capt. R. Anderson, Capt. Wm. Smith, army. June 21, Lt. J. Darling.

COMMUNICATION.

THE SEVENTH INFANTRY IN FLORIDA.

The Daily National Intelligencer, of June 19th, contains a letter from Florida, of June 9th, signed "An Officer of the 7th Infantry." It is to be regretted that the Editors of that paper should publish a letter so little creditable to the army. Never, from so respectable a source, have I seen so extraordinary a combination of cringing or sickening flattery of the Secretary of War, of boasting and exaggeration of the importance of common and matter-of-course services, of evident aversion and shrinking from duty, and extravagant effort for its avoidance.

It says, "To retain the Seventh Infantry in this country, would be tantamount to its disbandment; for none of the old and experienced captains could, with consistent self-respect, continue to hold their commissions, &c." The author, when he wrote that sentence, knew that there was no probability in it; and that he would be rejoiced if the "Captains" would resign; but he did not know, perhaps, that he was libelling his regiment, and the "experienced captains," who would be disgraced if they resigned in the field. Undoubtedly they have not made the writer of that letter their "sense bearer," and will be gratified at my doing them this prompt justice, which their distance and their duties would long postpone.

There is creeping into the army, alike among antiquated field officers and those of much less rank, an inclination to overrate their services, to attach extravagant importance to the smallest affairs not of every day occurrence. It is degrading their merits, and apparently their loftiest ideas of duty and distinction to the lowest standard. Behold its fruits in the letter in question. The author, so far from being satisfied that his regiment, for the first time in twenty years, should have an opportunity to burn powder, is not ashamed to publish to the world his boasts; his humble appeal to the pity of the Secretary of War; and, in his earnest zeal, scruples not to attempt to excite his fears of the expediency of keeping his regiment in Florida, and at the expense of their reputation.—He had been in Florida almost three months, and, daring to speak for his regiment, makes complaints which were scarcely heard from regiments which have served there, paving the way for the Seventh, for as many years.

That there exist incompetency, carelessness, and mismanagement in that important branch of the army stationed at Washington City, few will deny; and that there are many in subordinate stations who suffer injustice, and are highly sensible of neglect and ignorance in the most important concerns which affect them, and all, is also undeniable; and I hold it that the Chronicle* is a fit arena for temperate discussion, and, if needs be, of earnest complaint in these cases. But what must be said of a general use of newspapers for the publication of every discontent! of libellous publications from the theatre of a campaign! innocent publications as to which are strictly forbidden in army regulations.

A house divided against itself cannot stand. It were better to suffer in silence, to set an example of a better spirit of content and cheerfulness on every duty, of *esprit de corps* in all army affairs. But the evil had its origin at general head quarters, which, for instance, is shown in the treatment of the regiment which has been mentioned; (. . .)

In it there has been for some ten years a permanent, or almost invariable absence of about two-thirds of the officers. None can deny that for that period every lieutenant and brevet second lieutenant present with the regiment have been habitually in command of companies, and in not very unfrequent cases of two at a time.

But the very number of the National Intelligencer, which contains the letter which (much lamenting

the occasion) I have commented on, contains a publication signed by a brevet major general of the army, abusive (in evident allusions) of other members of the army; and *boasting* of having "beaten" the enemy, about three years ago, on an occasion when, all the world supposes, he held himself *besieged* by an Indian force certainly not superior in number; eating his horses, or starving rather than face his enemy, or make the sally, which a *Court*, after hearing all the evidence, deliberately censured him for not making. And, of course, makes it an occasion to give a side puff to a humbug railway hobby which he has ridden rough shod over the patience of the public for years.

What an example for the army!

DE FOIX.

*We have never refused insertion to any temperately written communication on professional matters, and are always willing to admit candid criticisms upon public men, when confined to their public acts. Some communications have been declined on account of their personalities, or violent invectives — *Editor*.

CONGRESSIONAL DOCUMENT.

EZEKIEL JONES.

[To accompany bill H. R. No. 483.]

JANUARY 27, 1838.

MR. INGHAM, from the Committee on Naval Affairs, made the following report:

The Committee on Naval Affairs, to which was referred the petition of Ezekiel Jones, respectfully report:

The petitioner states that, in obedience to orders from the President of the United States, as contained in letters from the Secretaries of the Treasury and of the Navy, of the 6th and 9th of January, 1836, he being then in command of the United States revenue cutter "Washington," sailed for Tampa bay, and served in conjunction with the navy of the United States until the 9th of July, 1836, when he was relieved, and ordered on to the Portland station; that as he was during this period acting with the naval force of the United States, and was in fact a part of it, and subject to all the increased expense of an officer of the navy in like command, and having faithfully discharged all his duties, he believes himself honestly entitled to the pay of an officer of like rank in the navy; and he therefore prays that the same may be allowed him.

The facts are fully proved, as appears by the accompanying documents, marked A, B, C, D, and E.

By the 12th section of the act of the 1st July, 1797, the President is authorized to increase the strength of the revenue cutters, and to cause them to be employed in defending the seacoast, &c.; and by the act of the 25th of February, 1799, entitled "An act for the augmentation of the navy," the President was authorized to place on the naval establishment, and employ accordingly any of the revenue cutters which had been increased in force under and in virtue of the abovementioned act, and to allow the officers and crews of such vessels, at his discretion, the pay, subsistence, and advantages, proportionably to the rates of such vessels. By the 98th section of the act of the 2d of March, 1799, it is provided that the revenue cutters shall, whenever the President shall so direct, co-operate with the navy, during which time they shall be under the direction of the Secretary of the Navy, and the expenses thereof shall be defrayed by the Navy Department.

The act of the 25th February, 1799, above referred to, seems to proceed on the ground of making compensation in some measure according to the character or grade of the service rendered, and it is difficult to see why it ought not to be so.

The amount of salary varies with the rank or

grade of those who may be entitled to it, not because they are of different grades, but because the services to be performed are of a different character. A post captain is entitled to receive four thousand dollars per annum, not because he is post captain, but because of the nature of the duties, and the high responsibilities which are imposed upon him by law, as such, and which he is bound to perform. The service is that to which the compensation has reference, and not the rank of the officer by which it is rendered. This view of the subject is fully sustained by the spirit of the act of the 3d of March, 1835, to regulate the pay of the navy, in which it is declared that "officers temporarily performing the duties belonging to a higher grade, shall receive the compensation allowed to such higher grade, while actually so employed."

It appears that the petitioner, while serving in conjunction with the naval force in the manner stated, rendered essential service to the country, and performed all the duties assigned him with great fidelity and ability, for which he deserved and received the highest commendations of his superior in command.

The committee are therefore of opinion that the petitioner is justly entitled to the same pay to which an officer of like grade in the navy would be entitled for like services, and therefore report a bill.

A.

TREASURY DEPARTMENT, Jan. 6, 1836.

SIR: By the direction of the President, the revenue cutter Washington, under your command, is placed under the orders of the Secretary of the Navy. Accordingly, until otherwise directed, you will obey such orders as you may receive from the Navy Department.

Respectfully, sir, your obedient servant,
LEVI WOODBURY,
Secretary of the Treasury.
To the OFFICER in command of
revenue cutter Washington.

B.

FORT BROOKE, FLORIDA,

February 4, 1836.

SIR: In a despatch from Governor Eaton, of the 20th ult., he expresses a wish that you should make a reconnoissance of Charlotte harbor, &c. Allow me, as commandant of this post, to add to the weight of his excellency's instructions, of the expediency of which our joint opinions have for several days tended. The United States ship Vandalia will afford perfect security to the United States interests here; and a speedy report of your operations will no doubt be very acceptable to the Governor, whose junction with this command may be soon expected.

I take this occasion to express the sense of obligation your liberal and prompt conduct has excited. Your early supply of part of your armament, and other effective co-operation, I am well pleased to acknowledge.

I have the honor to be,

Your obedient servant,

F. S. BELTON,
Captain, acting commander.

To Capt. E. JONES,
Revenue Cutter Washington.

C.

U. S. SHIP CONCORD, OFF PASSAGE ISLAND,
Tampa Bay, June 26, 1836.

DEAR SIR: I avail myself of your departure for Pensacola to express to you the pleasure I feel in the assurance that the revenue cutter under your command has been very useful in sustaining the interests of our country during the period you have been placed under my directions.

The promptness with which you have executed every order for the last three months, whilst co-

operating with this ship in protecting the inhabitants of Florida, and in the various expeditions against the hostile Indians, deserves my approbation, and entitles you to my confidence and esteem.

Wishing you all success in your career, I remain, dear sir, very respectfully, your obedient servant,

M. P. MIX, *Commander.*

To Capt. E. JONES, commanding
U. S. revenue cutter *Washington*, Tampa Bay.

D.

UNITED STATES SHIP *VANDALIA*,
Tampa Bay, April 23, 1836.

DEAR SIR: Previous to my departure for Pensacola, I take pleasure in assuring you the services of the revenue cutter under your command have been of essential benefit to the interests of our country, in co-operating with this ship and the army of Florida, in their operations against the Seminole Indians.

The promptness with which you have executed every duty that I have required of you, merits my highest approbation, and entitles you to my confidence and esteem.

I have the honor, dear sir, to be, respectfully, your obedient servant,

THO. T. WEBB.

To Capt. E. JONES, *Commander of the*
U. S. revenue cutter *Washington*, Tampa Bay.

E.

NAVY DEPARTMENT, Jan. 18, 1836.

SIR: I have the honor to return to you, herewith, the petition and papers of Ezekiel Jones, Captain of the U. S. revenue cutter *Washington*, in behalf of himself and others.

Although the evidence of Commanders Mix and Webb sufficiently attests the importance and value of the services rendered by the cutter *Washington*, under the command of Captain Jones, in co-operating with the naval forces on the coast of Florida, no law exists under which he can be allowed navy pay for his services. Captain Farnifold Green, commanding the revenue cutter *Dallas*, was paid, no doubt, by order of the Treasury Department, but to what amount I am not informed.

I do not find amongst the papers annexed to the petition of Capt. Jones the letter from the Secretary of the Navy to him, of the 9th January, 1836, to which he refers.

I have the honor to be, very respectfully, your obedient,

M. DICKERSON.

Hon. SAMUEL INGHAM, *Chairman of the*
Naval Committee, House of Representatives.

[PUBLIC—No. 170.]

AN ACT for the relief of Capt. Ezekiel Jones of the U. S. Revenue Service.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the proper accounting officers of the Treasury be, and they are hereby, authorized to allow Ezekiel Jones, for his services as commander of the U. S. revenue cutter *Washington*, while acting in conjunction with the navy of the United States in eighteen hundred and thirty-six, the same amount of pay as a lieutenant in the navy would be entitled to receive for like services.

APPROVED, March 3, 1839.

General SCOTT arrived at Plattsburgh on Thursday evening, 13th inst. He was received with military honors; an appropriate salute being fired from the encampment. On Friday morning, at about 10 o'clock, the day being remarkably fine, many of the citizens repaired to the beautiful Champ de Mars, to witness a general review of the troops. Five companies were on parade, and the Plattsburgh Whig says that their appearance and conduct were creditable to themselves and their officers.

DOMESTIC INTELLIGENCE.

From the Savannah Georgian, June 15.

The steamboat *Charleston* arrived on Thursday night, direct from Black creek, with several officers, U. S. A., on board—Major Fauntleroy, 2d dragoons; Capt. Backus, 1st infantry, and Lieuts. Merrill and Inge, with two companies 2d dragoons, destined for Fort Columbus, N. Y. The prospect of a permanent peace with the Indians is quite favorable, and indeed may be considered as fairly settled. Within the last few days it is said that many hundred Indians have come in at Fort King, friendly to peace, and on their way south, in fulfilment of their treaty engagements.

They daily meet the expresses and trains on the road, and appear perfectly assured in their manner of the favorable change in affairs, intimating as little disposition to molest others as fear of being molested; some fears were at first entertained that General Maccomb would not be enabled, from the dispersed condition of the savages, to effect any desirable arrangements in so short a time as he had allotted to himself, and this circumstance, at this time, offered to the dissatisfied the only ground of interested cavil against it; but the General took the most judicious means in the very seeming haste displayed to inspire the enemy with confidence, the first step to be taken, and without which the most protracted negotiations would have been abortive. The dispersed situation of the Indians will, without doubt, leave many of these wandering wretches in a state of ignorance for some time, as to the relative position of the belligerent parties, and, consequently some mischief will occasionally be perpetrated by detached parties, and perhaps even in some instances they may avail themselves of this state of things to glut their natural thirst for blood and plunder.

But there is now among the intelligent and patriotic citizens of Florida not much doubt entertained, and a strong general wish that by a proper course of forbearance on the part of her citizens towards the enemy, that peaceable relations may be effectually preserved, and the lasting and best interests of the Territory advanced. At any rate, they are willing to make a fair trial, and not condemn by wholesale and beforehand. Four other companies of dragoons will follow in a few days for Fort Columbus. These six companies have all been dismounted in consequence of the inconvenience of transportation. This will in a short time throw a large number of valuable horses into market, also wagons, &c. There never was a more favorable state of things for Florida. The country and rivers have been fully explored by the army, and roads made in almost all directions; her lands advertised and brought into market, and accessible to all. Most certainly will there never be a more favorable moment to gratify that disposition to settle in this country, which seems so general with all those who have seen her beautiful streams, her fertile hammocks, and her lakes unrivalled even in Italian scenery.

[The above information is from an authentic and respectable source.—*Ed. Georgian.*]

Correspondence of the Savannah Georgian.

FURTHER NEWS FROM FLORIDA.—We have received the following short letter from our attentive correspondent, per the steamboat *Forrester*, arrived on Saturday morning, from Garey's Ferry. We hasten to lay it before our readers.

GAREY'S FERRY, E. F., June 11.

MY DEAR SIR: Since the departure of General Maccomb for Washington, there has been no change in the aspect of our Indian affairs. They seem very generally to understand that fighting is over, and frequently come into our camps and show themselves along the road. Occasionally we hear of a murder committed by them, but I am inclined to attribute

such acts to those who have not yet heard of the peaceful disposition of their former foes. The Floridians are much dissatisfied at our Government for letting the Indians remain in the Territory, and if the war is not sooner or later revived by the white inhabitants, it will disappoint the predictions of many in whose judgment I place great confidence. The success of the experiment has yet to be tried, and all we can say with certainty is "*nous verrons.*"

Two companies of dragoons, (E and G,) under the command of Lieut. H. W. Merrill, 2d dragoons, leave to-day, in the steamer Charleston, for Savannah, where they will take shipping for New York.

THE LATE LIEUT. HULBERT, U. S. A.

From the Albany Argus

Intelligence from Florida brings to us the melancholy announcement of the death of Lieut. WM. HULBERT, of the 6th regiment of the U. S. infantry, by the Indians, near Fourteen Mile Creek, on or about the 3d inst. And this murder the more aggravating, since our most recent news from that quarter, caused us to cherish the fond hope that hostilities had ceased, and that no more blood would stain the soil, and the bones of no more brave men be left to bleach in the swamps and everglades of that slaughter-house for the gallant spirit and chivalry of the American army. But faithless and treacherous as are the miserable vagabond Seminoles, little else can be expected but rapine, cruelty, and the wreaking of revenge until efficient measures be taken to ferret out and drive them from their wild fastnesses, and punish their heartless cruelties. Much sympathy has been lavished upon that wretched tribe of Indians by honest and well-meaning people; but those who are best acquainted with the Seminole character, and who are familiar with the whole proceedings of our Government toward them, are disposed to regard the commiseration in their behalf as wholly uncalled for and unmerited. And we do most sincerely believe that no candid, unprejudiced mind can review the history of our relations with that people, and fail to be convinced of the justice of the effort which has been making during the last three years to remove them. But in the violent death of Lieut. H. we have another of the numerous instances of the sacrifices which the country has been compelled to make in prosecuting that war. The writer of this had the pleasure of knowing and sharing the friendship of the deceased for the last two years; and in saying that he partook largely of the confidence of those who knew him, is but giving utterance to a sentiment cherished by a large circle of friends.

Lieut. H. was a son of the late John W. Hulbert, of Auburn, a distinguished jurist, well known to the citizens of this State. He was appointed a cadet, and finished his academical course in the U. S. Military Academy, just in time to receive orders to join his regiment in the Cherokee country in July last. Scarcely allowing himself time to visit a cherished widowed mother, he repaired with alacrity to Gen. Scott's head quarters in Tennessee, where he continued until the removal of the Indians, and then with a portion of his regiment to Florida. Looking forward with high hope to the termination of hostilities, to the time when he should be relieved from Florida service, and be allowed to return to his friends, and seeking to avoid no duty, however dangerous, he cheerfully continued to discharge the duties of his station until the unhappy occurrence alluded to took place. We cannot but admire the brave and generous feeling of the graduates of the Military Academy, who obey the orders of the War Department in going to Florida, where no brilliant hopes urge on to the contest, and no glory with its dazzling light leads on the victors, but on the contrary, where danger, hardships, and privations attend them on every hand.

The nature of their education admirably fits them for most of the lucrative stations in civil life; hence temptation to resign from the service meets them every where, so that to resist these allurements requires no little sacrifice. Of that number was Lieut. HULBERT. He had devoted his life to his country; and he adds one more to those choice spirits whose hearts beat high with the hope of future gallant service, but who have early been doomed to fall and leave their bones in a hostile Indian country.

NOTICE TO MARINERS.

PORT OF CHARLESTON, (S. C.) June 19, 1839.

The two Beacons on Morris Island, indicating the Over All Channel, will be lighted on and after the 20th day of July next. By order of the Collector:

ROBERT DAY, *Capt. revenue cutter Dexter,*
in charge of buoys and beacons.

The U. S. surveying sloop Dream, E. Gay, master, sailed from Mobile on the 12th June, for the Yellow water and Suwannee rivers, Florida, with a surveying party in charge of Lieut. W. R. Palmer, of the topographical corps of engineers.

A steam ship of 1,300 tons was launched at Quebec on the 13th. She is to be schooner rigged, and sent to Liverpool for sale—to take in her engines there.—*New York Commercial Advertiser.*

MILITARY.—On Saturday last, the United States troops at Camp Washington (Trenton) paraded together, and were reviewed by General Eustis, who is now in command of the encampment. This is the first time that all the different arms have been brought to act together, light infantry, dragoons and artillery. The whole force consisted of about seven hundred men, and their appearance was martial and imposing. It is understood that Major General Scott will assume the command about the middle of August.—*Philadelphia U. S. Gazette.*

At the parade on Monday evening which took place just about sundown, a soldier, a native of Poland, whom the spectators had previously observed bound to a tree, was brought out before the troops, drawn up in line; and an officer read in a loud and distinct voice, that he had been tried by a court martial, and found guilty of deserting his post, and of mutiny while in Florida. His sentence was that he should be shot in the presence of the army. The spectators, who had visited the camp for purposes of amusement only, shuddered as they heard this; and feared that the man would be shot before their eyes. The officer read on. The case had been referred to the President; and he had approved the action of the court, but had commuted the soldier's sentence to confinement at hard labor in menial services, about the army, during the whole term of his enlistment. He was also to have an iron chain and ball fastened to his leg, to be allowed no more clothing than was absolutely necessary, to receive no pay, and at the expiration of his term to be dishonorably discharged. The soldier was then marched off by the guard.—*Trenton State Gazette.*

From the New York Evening Star.

BRADY GUARDS.—This gallant corps, which you noticed yesterday, has been, for two successive winters, in the service of the United States, on the frontier. It is commanded by Gen. Roland, a former cadet at West Point, now a lawyer in full practice at Detroit. Gen. R. is about 27 years of age, and the Adjutant General of Michigan. The corps is composed of 90 members, mostly professional men, merchants, and mechanics. They have been reviewed by Gens. Macomb and Scott, and Col. Worth, and cannot be surpassed, in their evolutions and soldier-like appearance, by any corps in the Union.

The company was originated, the uniform and equipments selected, and their drilling commenced, by Col. M. J. Bacon, now of your city, who was the first drill officer, and subsequently 1st Lieutenant of the corps.

The uniform is similar to the National Guard of New York. The ample fund which they have, \$6,000, is the proceeds of their six months' pay, officers and privates contributing *all their pay* to the fund, with the addition of subscriptions from the citizens of Detroit.

The corps owes part of its prosperity to its peculiar organization—no member owning any thing, it being all company property. **WOLVEREEN.**

CHARLESTOWN NAVY YARD.—The navy yard in Charlestown was never in better condition than at the present time, it having been constantly improving in its appearance and accommodations, since Commodore DOWNES took charge of it. It is now probably the best yard in the country, having most ample space, substantial and permanent buildings—several of which have been erected in the most secure and improved mode of construction, within a few years—and every desirable accommodation for a great naval depot. The spacious avenue, which runs the whole length of the yard, bordered with young and thriving elms, will not fail to attract the attention of visitors. The Constellation, now in the dry dock, is nearly ready for coppering. She will come out of the dry dock equal to a new ship; two of her decks have been put in new, and some of her planking, &c. Her beautiful model has been entirely preserved, and we presume she will prove one of the finest ships in our navy, of which the gallant TRUXTON, her early commander, might well be proud. The sloop of war Concord is lying at the wharf, in beautiful trim, waiting for orders. The Marion, another fine sloop of war, recently launched, is nearly rigged, and may soon be got ready for sea. —*Bunker Hill Aurora.*

A RHODE ISLAND MATRON.—The pension act of 1836 makes provision for the payment of pensions to the widows of those who served in the war of the Revolution. Among others is an aged lady, of Coventry, R. I., a brief sketch of whom will be found below.

Mrs. Dorcas Matteson, of Coventry, aged 91, born December 2, 1747, was married March 1, 1770, and is now the widow of Daniel Matteson, of Coventry, deceased, who was a soldier of the Revolution. Dorcas is the youngest of twenty-one children; her mother had twenty-one children in twenty-five years, and lived to the age of ninety-four. Dorcas has now one hundred and sixteen grand children and great grand children, and she now enjoys good health, and is capable of doing a good day's work.

The following is the conclusion of her declaration which she has recently made, to obtain a pension under the act of Congress of July 4, 1836, which we have been permitted to take.

"She cannot specify her said husband's services after such a great length of time; but she well remembers he went into the service in all seasons of the year, and she was frequently obliged to labor on the farm in his absence, as no help could be obtained. She dug potatoes, made cider, and harvested about sixty bushels of corn one fall, while her husband was in the service; and in the summer she mowed and raked hay, and also cut wood for her family. All this labor she did on her own farm, while her husband was in the service. She had her husband's work to do out of doors, and her own in the house; and through the blessing of God she is still living and enjoys good health."

Her signature is placed to the above with an unwavering hand.

ANOTHER REVOLUTIONARY VETERAN GONE.—Died, in this city, on the 29th ult., Captain DAVID KIRKPATRICK, in the eighty-seventh year of his age. He was the last surviving commissioned officer of the Delaware line.

He entered the service of his country at the commencement of the Revolution, and was in constant activity throughout that struggle for national independence. He entered the army as a sergeant, but his courage and abilities soon attracted notice, and he was promoted first to the grade of Lieutenant and then to that of captain. He was engaged in many of the principal battles of the Revolution—at Monmouth, Germantown, Brandywine, Trenton, Cowpens, &c. In the contest at Brandywine he signally distinguished himself, and received a sword from the hands of the gallant Lafayette, as a testimony of the estimation in which he was held by that illustrious commander. Captain Kirkpatrick was much beloved by the soldiers under his command, and often during his life they visited him, to testify their admiration and love for his courage and kindness. He was twice wounded, and the many hardships and trials which he endured in defence of his country, aided materially in impairing his constitution. About ten years ago he received a fall which entirely disabled him from walking, and which subjected him to much bodily suffering. But he bore his afflictions with Christian patience. Notwithstanding his advanced age, he retained the strength of his faculties to the last. His closing moments were brightened by the hope ever inspired by Christian faith. Upon the day he died, as his sorrowing children surrounded his bed to watch the departure of their beloved parent, he said that death had no terrors for him—Jesus Christ being his trust.

Never was old age more beautifully portrayed than in the deceased; the gentleness of his manners, the benign expression of his eye, the quiet tones of his voice, rendered him an object of deep interest; and never was filial piety more lovely than was exhibited in the comforts which surrounded this aged veteran. The tender hands of affectionate children had long "Rocked the cradle of declining age."

And the blessing of God will rest on his posterity, "because they did rise up before the hoary head of their father, and honored him in his old age." —*Delaware State Journal.*

ANOTHER REVOLUTIONARY PATRIOT GONE.—

Mr. EBENEZER LANE, of Sandlake, in this county, died at his residence in that town, on the 20th inst., aged 77 years. He was a patriot of the Revolution, and there are few men who have done more service for their country than he did. He enlisted as a private soldier in the Revolutionary army, on the 4th of April, 1777, and continued in service to the end of the war. He was in many battles; among others, that of Stillwater, when Burgoyne was taken, where he contended in close contact with the enemy, and was severely wounded with a bayonet, but was able to overpower his adversary. And also in the battle of Monmouth, where he was also wounded. He received from his commander two badges of honor for his faithful services. At the breaking out of the war of 1812, he again enlisted in the army, together with two of his sons. He was in the battle of Sacket's Harbor, under General Brown, and also in the battle of Cornwall, where he was so severely wounded as to disable him from doing any further duty, and he was honorably discharged, and afterwards placed on the roll of invalid pensioners. His station in life was humble, but he was an honest man and a patriot. —*Troy, N. Y., Budget.*

DEATH OF A PATRIARCH.—We learn, verbally, that the venerable General LENOIR, of Wilkes, died at his residence in that county a few days since, in the 89th year of his age. As a soldier of the Revo-

lution, he was connected with some of the most prominent events in our struggle for freedom; whilst, as a citizen, he has always sustained the highest consideration. We shall await with anxiety a sketch of his long eventful life, from the pen of some one competent to the task.—*Raleigh Register*, June 1.

The funeral obsequies of GARRET VLEIT, Major General of the Fourth Division, New Jersey Militia, were performed at his late residence on the Musconetcong, in Warren county, on the 1st inst., with military honors. The military escort consisted of the First Independent Battalion, Warren Brigade, commanded by Major Charles Sitgreaves, comprising 5 companies. The coffin was covered with black cloth, and two swords crossed, and was borne by eight soldiers. The horse of the deceased, saddled and bridled, with holsters and pistols reversed, was led by a dragoon.

The Battalion marched with muskets and swords reversed, to a dead march, until arrived at the grave, when it was wheeled by half sections into two lines facing inwards, and stood upon reversed arms while the corpse, followed by the relatives, was moved through the lines to the grave.

The coffin was then lowered into the grave, and the relatives retired through the lines.

The Battalion was then marched as formed in open order, facing to the left flanks, and halted on both sides of the grave, facing inwards, where three volleys were fired.

The Battalion then retired from the grave yard by wheeling into sections with the right in front, and in this order marched to the late residence of the deceased.

The cavalcade was altogether imposing, the concourse of citizens was immense, the military honors, marchings, wheeling and musket manual, were performed with a precision that would be creditable to regular troops.—*Newark Daily Advertiser*.

MEXICO AND TEXAS.—Col. Bee, who was sent by Texas to the city of Mexico, to negotiate, if possible, a recognition of the independence of Texas, has failed in his mission, and was on his return to Texas. A letter from him, on board the French frigate *la Gloire* bound to the Havana, is the authority for this statement.

On the other hand there are rumors from Mexico, of a new attempt being in preparation against Texas. This does not seem to us probable. The last two years have added much to the population and strength of Texas, while during the same period, through dissensions and civil war, Mexico has been losing strength. What she could not accomplish against a handful, when her own resources were more unbroken, she is not now likely to undertake against a much larger community, and with diminished means of attack.

There is no doubt, we believe, that vessels of war of light draft of water—brigs and schooners—are preparing in the United States for Texas, to be commanded and officered chiefly, it is said, by young officers of the American Navy. We do not like the notion of our officers thus adventuring into a foreign service. It is making too much a trade of their honorable profession. The days are past—never, we hope, to return—when it was deemed meritorious for a fighting-man to take service wherever there was honor and danger. War is now no longer looked upon as a harmless pastime, or glorious strife, in which the chivalry of the world may engage in mere levity of heart. It is now felt and acknowledged to be a great evil, and except in the extremest cases, a great crime; and officers, naval and military, are more prone, than at former periods, to ask themselves, before girding on the sword, whether the quarrel is just, and, above all, whether it is their country's.

The Dalgettys, and like mercenaries, who, for pay

and provant, were ready to fight on any side, have long since passed away; nor is there much more toleration now for those who go to seek fame and promotion in fighting for a cause not their own.—*New York American*.

BLOCKADE OF BUENOS AYRES.

The New York Journal of Commerce contains the following correspondence growing out of the seizure of the brigs *America* and *Eliza Davidson*, on the coast of Patagonia, by the French. Daniel Gowland and Alfred Peabody are the representatives of the captured vessels respectively.

U. S. SHIP FAIRFIELD,
Buenos Ayres, March 6, 1839.

SIR: In reply to your letter this day received, referring to the application made to me by you in Montevideo on the 20th of January last, as to the legality of sending an American vessel to the port of Loberia Chica on the coast of Patagonia, within the limits of the Republic of Buenos Ayres, to discharge or take in cargoes, I have the honor to state that I give it as my opinion that that port could not be considered within the limits of the blockade instituted by the French Admiral on the 28th March last, which was confined to "the port of Buenos Ayres, and the coast of the river belonging to the Argentine republic." I also gave it as my opinion that American vessels going to Loberia Chica could not be molested by any French vessels of war appearing off that port; and that if a blockade should be instituted subsequent to their arrival, they would be entitled to a suitable delay to complete their cargoes before being ordered off. I informed you at the same time, that if the American vessel which you proposed sending there, should be in any danger of molestation by French cruisers that might be sent to that port, I would proceed at once with the *Fairfield* to protect her; or if the nature of the port did not permit the approach of so large a vessel as the *Fairfield*, I would despatch the U. S. brig *Dolphin* on that service.

I have the honor to be, very respectfully,

Your most obedient servant,

ALEX. SLIDELL MACKENZIE, Lieut.
DANIEL GOWLAND, Esq., Buenos Ayres.

21st March, 1839. }
INDEPENDENCE. }

MY DEAR SIR: I have received an answer to my letter, from the Admiral, which I am having translated. I believe if you and the agent for Mr. Gowland will agree to place a mere guarantee to be answerable to stand a suit in case the brigs should be ordered to stand a trial, I will be enabled to get your brigs delivered up. I believe they may not be required to stand a trial, and it will be a mere nominal affair; but it is necessary it should be done, as otherwise the Admiral will not and cannot restore them.

The sooner you decide the better, as it only adds to the expense and trouble by delay. You had better both, or all who are concerned in the Chancellor or Consul of France, see the form of the required guarantee, and arrange it if possible, and as soon as you do so, come off to me, either to-night or early in the morning, for I can make you understand better than I can write.

Respectfully yours,

J. B. NICOLSON.

To Mr. PEABODY.

MONTEVIDEO, March 21, 1839.

SIR: I have this moment received your note of this date, recommending "my giving bonds for the release of the brig *Eliza Davidson* and cargo."

In reply, I have merely to state, that I shall lay myself under no obligation whatever, knowing the capture to be illegal; and I merely request you to

make an *unconditional* demand for the release of said brig and cargo.

For any further correspondence that you may wish to have on the subject, I beg leave to refer you to my agents, Messrs. Southgate & Co.

I am, sir, very respectfully, &c. &c.,

ALFRED PEABODY.

Com. J. B. NICOLSON,

Ship Independence :

CONSULATE OF THE U. STATES, }
Montevideo, March 22, 1839. }

SIR: I have the honor to acknowledge the receipt of your private letter, under the date of this day, as also copies of a correspondence between Rear Admiral Le Blanc and yourself, in relation to the capture of the American brigs Eliza Davidson and America, and beg leave to tender you my thanks for the same.

These captures are unquestionably of the most illegal character, and I am decidedly of opinion that an *unconditional* and immediate demand should be made for the return of said vessels and cargoes to their lawful owners. In the first place, no blockade has been declared to exist south of Cape St. Antonio. We are not to be governed by the *mere intention* of France as to the extent of the blockade, but by that which they actually published. Again, the two vessels in question had been lying at anchor near Cape Corrientes for twenty days prior to the capture, without having seen a vessel of any description. You, of course, do not respect a "paper blockade;" if not, upon what grounds have these vessels been captured and detained, and why should a guarantee be asked for, or given, for the value of property thus illegally seized in the most ruffian like manner? Your indignation must arise when I inform you that, upon the forcible seizure of the America, the Captain, Roberts, implored the French officer to permit him to go on shore in his own boat, to take his son, a boy of ten or twelve years of age, on board his vessel; this was inhumanly refused, and this child was left on a desolate sand beach among Gauchos and Indians; the distressed feelings of a father were not considered.

You state, sir, in your letter, under date of the 14th Feb., addressed to James P. Flint, Esq., as follows: "The questions you asked Lieut. Mackenzie, have been answered as I should have done." "The French blockade of the south coast of the river Plate exists for us only when it is effective. Hence it follows, if your vessel goes to Atalaya, and finds no blockade, then she may fairly discharge and load again." The above extract you have approved of as being correct, although Atalaya is the littoral part of the river Plate, and of course comes within the range of blockade, as published by Rear Admiral Le Blanc. The case of the two brigs in question is vastly different. I contend, and can prove by a letter addressed to this Consulate from Mons. Barredere, Consul of France, that the coast of Patagonia has never been declared *publicly or privately* in a state of blockade, whatever may have been the *intention* of the French authorities. This affair has created great excitement, and every body was in expectation of seeing the said brigs enter the port yesterday, and released from an illegal seizure. I perceive in the Admiral's communication to you directed, the following extract: "Another proof is, the precaution taken by the two brigs in question, they having been cleared for ports in the Pacific Ocean, instead of the true place to which they were bound, and which they certainly would not have done if they had not thought they were acting in violation of the blockade." These remarks would not have been made, if the Admiral had been aware that it is a common practice in the United States to clear a vessel for one port, when in fact she is bound to another; and it is done with the view of keeping

secret their destined voyage, that others may not interfere with their intended speculations, and so it was in the instance referred to; and the idea of their intention to violate a blockade that did not exist, requires no comment.

I have the honor to be, very respectfully, your obedient servant,

R. M. HAMILTON,

Consul United States.

Commo. J. B. NICOLSON,

Com. U. S. forces, coast of Brazil, &c.

CONSULATE OF THE UNITED STATES, }
Montevideo, April 12, 1839. }

SIR: As you have requested of me to give you my written opinion relative to the extent of the southern boundary line of the blockade, as declared by Rear Admiral Le Blanc, Commander-in-Chief of the French naval forces upon this station, in his publication upon that subject, I deem it only necessary to place before you the said publication, to wit: "The port of Buenos Ayres, and all the littoral part of the river appertaining to the Argentine republic, are in a state of rigorous blockade by the French naval forces, in consequence of orders from the government of H. M. the King of the French." Hence it appears that Cape Antonio becomes the southern boundary, and the whole coast south of it was left free for the trade of neutrals until the 13th of March, when I received a letter from R. Baradere, Esq., Consul of France, that when the blockade referred to was established, it was the *intention of France* to have included the whole sea coast appertaining to the Argentine republic, with the river of Plate and the littoral part thereof. But, sir, the commercial community are not to be governed by that "*intention*," which they of course were ignorant of, but by the actual publication, signed by Rear Admiral Le Blanc. And I have no hesitation in saying, that my ideas upon the subject, as expressed, are those of every foreign Consul located in Montevideo, or Buenos Ayres, and French Agents not excepted, although they have thought proper to make recent captures of American vessels, nearly one hundred miles south of Cape Antonio, and contrary to all acknowledged principles of blockade and neutral rights.

I have the honor to be, sir, very respectfully, your obedient servant,

R. M. HAMILTON,

Consul United States.

ALFRED PEABODY, Esq., *Montevideo.*

BLOCKADE OF BUENOS AYRES.—A circular of James Birckhead, Esq., dated Rio Janeiro, April 30, says: "Late advices from the La Plata, and opinions in the diplomatic circle here, give color to the possibility, if not probability, of a speedy removal of the blockade of Buenos Ayres, by an accommodation between the belligerents.—*Boston Daily Adv.*"

The French steam frigate *Meteore*, from Havana, is below, off the Half Way House, where she anchored at 6 o'clock last evening. The pilot who brought her in reports that she has the yellow fever on board, and that one of her crew died of it, a few minutes previous to her anchoring. The steamer *Old Dominion*, which came up in the evening, brought a letter from her commander, Capt. Barbotin, to the French Consul, M. Paschal Schisano, which, however, merely stated the fact of her having put into our waters to have some repairs done to her machinery, that she was compelled to anchor where she was, on account of the tide; and asked assistance to tow her up this morning.—*Norfolk Herald*, June 21.

[Later accounts represent that there was no yellow fever on board the *Meteore*.]

MILITARY INTELLIGENCE.

Medical Staff—After adjournment of Medical Board, Surgeon Finlay to resume his duties at Fort Monroe. Ass't. Surgeons Archer and Porter for duty in Florida.

The following persons have been appointed Assistant Surgeons:

E. B. Wolcott, June 13 Henry H. Steiner, June 22
James W. Russell, " 22 John C. Glen, " 22
Henry E. Cruttenden, June 22

Corps of Engineers—The charge of the Delaware Breakwater has been transferred to the Topographical Bureau.

Lieut. Meigs ordered to report for duty at Washington, as Assistant to the Board of Engineers.

1st dragoons—Capt. Cooke, on being relieved at Carlisle Barracks by Captain Sumner, to repair to Camp Washington.

2d dragoons—Leave for three months, from 15th July, to Col. Twiggs. Several companies of this regiment are now on their way to the north, for the purpose of recruiting. Four companies remain on duty in Florida. Major Fauntleroy is to relieve Capt. Sumner, 1st drags., from the command of the cavalry at the Camp of Instruction. Lieut. N. W. Hunter has a sick leave. Lieut. H. H. Sibley has leave of absence for three months. Companies E and G, under command of Lieuts. Merrill and Ingo, arrived at New York, June 23, in the brig Mary Bernard, from Savannah. Lieut. Darling, with 68 dragoons, sailed from Savannah, June 20, in the brig Tattivi, for New York.

3d artillery—Sick leave for three months to Lieut. J. M. Ketchum. Captain Vinton's company has relieved the troop of cavalry lately stationed at New Smyrna, E. F. Capt. Davidson on sick leave, at Fairfax C. H., Va.

1st infantry—Capt. E. G. Mitchell died at Fort Roger Jones, M. Florida, on the 10th of June. Lieut. J. R. B. Gardenier succeeds to his company. Lieut. Pew died at the same post on the 12th inst.

2d infantry—Capt. H. Day has returned to Pittsburgh, on sick leave.

3d infantry—Sick leave to 1st October to Lieut. J. L. Coburn. Lieut. Col. Vose has arrived at New York to relieve Lt. Col. Clarke, 8th inf., as Superintendent of the Recruiting service. Major Wilson has the command of Fort Towson.

4th infantry—Sick leave for three months to Lieut. Gore.

5th infantry—Capt. E. K. Smith, of the 5th, and Lt. G. P. Field, of the 3d inf., left Buffalo on the 13th June, in the steamboat United States, with 100 recruits, destined to reinforce Forts Brady and Howard.

6th infantry—1st Lieut. J. C. Fletcher, has been appointed Adjutant of the regiment.

ARMY.

OFFICIAL.

GEN. ORDERS, } ADJUTANT GENERAL'S OFFICE,
No. 34. } Washington, June 19, 1839.

The following Regulation has been received from the War Department, and is published for the guidance of those concerned: "WAR DEPARTMENT, June 15, 1839.

"At all posts in the vicinity of public or Indian lands, which afford fire-wood, the necessary fuel will be provided by fatigue parties, detailed from the troops, under the direction of the several commanding officers.

J. R. POINSETT."

BY ORDER OF MAJOR GEN. MACOMB:

R. JONES, Adj't Gen.

GEN. ORDERS, } ADJUTANT GENERAL'S OFFICE,
No. 35. } Washington, June 21, 1839.

Experienced officers engaged in the Recruiting service being competent to judge and determine whether the men who offer to enlist be effective able-bodied citizens, "and proper persons to join the army," render it unnecessary and inexpedient to continue the practice of employing a citizen surgeon at each Recruiting station. Accordingly, hereafter, citizen Surgeons will only be employed, (should the public service require it,) pursuant to special authority, communicated by the Adjutant General, to whom the proper contracts, agreeably to Regulation, will be submitted for approval.

BY ORDER OF MAJOR GEN. MACOMB:

R. JONES, Adj't Gen.

NAVY.

U. S. VESSELS OF WAR REPORTED.

WEST INDIA SQUADRON—Ship *Levant*, Com'r Smoot, sailed from Pensacola, June 7, for the windward W. I. islands.

Ship *Vandalia*, Comm'r. Levy, sailed from Pensacola, June 9; on a short cruise to Havana, Matanzas, and Key West.

Ship *Erie*, Comm'r. Taylor, sailed from Pensacola, June 10, to relieve the *Warren* on the coast of Mexico.

At Pensacola, June 15, frigate *Macedonian*, ships *Natchez* and *Ontario*.

Ship *Warren*, Comm'r. Spencer, left Tampico, June 7, and arrived off the N. E. pass of the Mississippi on the night of the 14th; put her passengers on board the pilot boat *Lafayette*, and sailed again immediately for Vera Cruz.

Officers of the *Levant*:

JOSEPH SMOOT, Esq., *Commander*. Lieuts., S S Lee, L Pennington, J C Carter, Wm B Ludlow; *Master*, J B Marchand; *Surgeon*, W F Patton; *Purser*, B F Hart; *P. Mid.* L B Avery; *Ass't. Sur.* J J Abernethy; *Midshipmen*, A J Drake, C M Morris, W W Hays, B N Westcott, F A Parker, S Smith, E T Nichols; *Prof. Mathematics*, E Fitch; *Boatswain* J Bryant; *Carpenter*, F M Cecil; *Gunner*, J Lord.

Officers attached to the *Erie*:

WM. V. TAYLOR, Esq., *Commander*. *Lieutenants*, A Lewis, J A Russ, J T Green, J C Walsh; *Surgeon*, T L Smith; *Act'g Master*, J Mooney; *Purser* J C Holland; *P. Mid.* W B Beverly, M Marine; *Ass't Surgeon*, J W Taylor; *Midshipmen*, J H Brown, I G Strain, J J Barry, W H Montgomery, N C Bryant, J Mathews, Jr.; *Captain's Clerk*, J C Clark; *Boatswain*, T Tyler; *Sailmaker*, B B Birchstead; *Gunner*, Wm Craig; *Ship's Steward*, P Walters. Officers and crew all well.

Steamer *Poinsett*, Comm'r Mayo, from Baltimore, arrived at Norfolk on Monday morning, June 17.

Sehr Wave, Lieut. Comd't. McLaughlin, sailed from Pensacola, June 11, for Washington.

REVENUE CUTTERS—Campbell, Lt. Comd't. N. Coste, arrived at Baltimore on Tuesday, 18th inst., 10 days from Key West.

MARRIAGE.

In Philadelphia, on Wednesday morning, 19th inst., by the Right Rev. Bishop UNDERDONK, Lt. ANDREW A. HUMPHREYS, of the U. S. Corps of Topographical Engineers, to Miss REBECCA H., daughter of HENRY HOLLINGSWORTH.

DEATHS.

In this city, on Monday, the 10th inst., in the 4th year of his age, after an illness of only 24 hours, LAWRENCE KEARNY, son of Lieut. THOMAS R. GEDNEY, of the U. S. Navy.

At Fort Roger Jones, Middle Florida, on the evening of the 10th inst., of bilious remittent fever, Capt. E. G. MITCHELL, of company F 1st regiment infantry, aged about 33 years—a native of Connecticut. Thus fell decidedly one of the most energetic, faithful and efficient officers of the U. S. Army. His best eulogy is, he was in every respect "a gentleman and a soldier."

At Fort Roger Jones, on the 12th inst. Lt. W. W. PEW, of the 1st regiment infantry U. S. army.

At Bridgeport, Conn. on the 25th May, aged 4 years, LACHLAN WILSON MCINTOSH, eldest son of Commander J. M. MCINTOSH, of the U. S. Navy.

REVOLUTIONARY SOLDIERS AND PATRIOTS.

In Kinderhook, N. Y. on the 21st ult, Mr. EDWARD DORR, in the 87th year of his age. The deceased was a soldier of the Revolution, and served in both the land and naval service. He was one of the number of thirty, who captured and made prizes of several British vessels that lay at anchor off our coast; an exploit of great daring and intrepidity.

At his residence near Sparta, Georgia, on the 24th ult. in the 78th year of his age, Gen. HENRY MITCHELL. He was a native of Sussex county, Va. but for more than fifty years resided in Georgia.

In Belvidere, N. J., on the 6th inst., Major Gen. GARRETT VLIET, a soldier of the Revolution, and the oldest Major General in the State. He was buried on the 8th with the honors of war.

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